



REPORT/RECOMMENDATION

To: MAYOR AND COUNCIL	Agenda Item Item No: <u>VI.A.</u>
From: Wayne D. Houle, PE City Engineer	<input checked="checked" type="checkbox"/> Action <input type="checkbox"/> Discussion <input type="checkbox"/> Information
Date: May 15, 2012	
Subject: Public Hearing – Gallagher Drive and Nine Mile Creek Regional Trail Improvements, Imp. BA-382, Resolution No. 2012-74.	

ACTION REQUESTED:

Approve attached Resolution No. 2012-74, approving the proposed layout presented in the Feasibility Study and authorizing staff and consultant to pursue a variance from Municipal State Aid (MSA) Variance Committee for a variance on the horizontal curve of the roadway.

INFORMATION/BACKGROUND:

This project was petitioned by the adjoining property owner and identified in the 2011-2015 Capital Improvement Plan as a 2011 project, but was not completed. This segment of roadway was also identified as the route for the Nine Mile Creek Regional Trail. The Feasibility Study was submitted to the City Council at the May 1 City Council meeting.

The project includes reducing the pavement width from 43-feet wide to 28-feet wide, adding a 9-foot boulevard and a 10-foot regional trail. A variance from MSA Standards will be required for the curve located just west of France Avenue; the next variance committee meeting is scheduled for late June. If successful at the variance committee, staff will work with Three Rivers Park District to draft an agreement to fund the trail segment; this agreement will be presented in early July. The remaining portion of the project will be funded through MSA funding and respective utility funds.

Staff presented this project to the Edina Transportation Commission at the April 19 meeting, see attached draft minutes.

ATTACHMENTS:

Resolution 2012-74

Draft ETC Minutes of April 19, 2012



**RESOLUTION NO. 2012-74
REQUESTING VARIANCE FROM
STANDARDS FOR STATE AID OPERATIONS
GALLAGHER DRIVE – PARKLAWN AVENUE TO FRANCE AVENUE**

WHEREAS, the City of Edina Engineer is hereby authorized to request a variance from the Commissioner of the Minnesota Department of Transportation, pursuant to Minnesota Rules for State Aid Operations 8820.330 and 8820.9936, adopted pursuant to Minnesota Statutes Chapters 161 and 162, as they apply to the proposed improvements of Gallagher Drive from Parklawn Avenue to France Avenue, State Aid Project 120-170-020, located in Edina, Minnesota and Hennepin County; and

WHEREAS, the City of Edina has undertaken extensive study and a public and agencies involvement process to insure that the design and operation of the roadway will provide opportunity for all modes of transportation including vehicular, bicycle and pedestrians in a safe environment; and

WHEREAS, the City Council of Edina believes that the minimum design standards set forth by Minnesota Rules for State Aid Operation 8820 as applicable to the proposed improvements of Gallagher Drive create an undue hardship; and

WHEREAS, said hardship is further explained in the attached supplementary letter from the City Engineer; and

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Edina, located in Hennepin County, Minnesota, hereby respectfully submits a request for a variance to the Commissioner of Transportation for Minnesota Rules for State Aid Operations, Chapter 8820.9936, Minimum Design Standards, Urban; New or Reconstruction Projects, as they apply to the proposed improvements of Gallagher Drive from Parklawn Avenue to France Avenue, so as to allow the following:

1. The proposed centerline radius of Gallagher Drive between station 8+49 and station 9+93 remains 120-feet.
2. Vehicles continue to operate at the posted speed limit of 30 miles per hour.

NOW THEREFORE, BE IT FURTHER RESOLVED by the City Council of the City of Edina, Minnesota, that the City Council of the City of Edina hereby indemnifies, saves and holds harmless the State, its agents and employees of and from claims, demands, actions, or causes of action arising out of, or by reason of the granting of the variance. The Council further agrees to defend at its sole cost and expense, any action of proceeding begun for asserting any claim of whatever character arising out of, or by any reason of the granting of the variance.

Dated: May 15, 2012

Attest: _____

Debra A. Mangen, City Clerk

James B. Hovland, Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN)SS
CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of May 15, 2012, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this _____ day of _____, 20____.

City Clerk

ENGINEERING DEPARTMENT

7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392



May 9, 2012

RE: City of Edina
Gallagher Drive and Nine Mile Creek
Regional Trail Improvements –
Supplemental Letter to Variance
Resolution
S.A.P. 120-170-020
SEH No. EDINA 119130 14.00

Mr. Wayne Houle, PE
City Engineer
City of Edina
7450 Metro Boulevard
Edina MN 55439-3037

Dear Wayne:

As requested, this supplemental letter outlines hardships the City of Edina (City) will experience if Gallagher Drive is improved to Municipal State Aid (MSA) standards along its horizontal curve between stations 8+49 and 9+93 shown in Figure 2 enclosed with this letter.

However, before we describe the hardships, please keep in mind the following facts.

1. A speed limit of 30 miles per hour is posted today along Gallagher Drive between Parklawn and France Avenues.
2. Gallagher Drive's existing horizontal curve has a centerline radius of 120 feet between stations 8+49 and 9+93.
3. MSA standards require a minimum centerline radius of 300 feet for horizontal curves posted for speed limits of 30 miles per hour.
4. Three Rivers Park District and the City agree that Gallagher Drive between Parklawn and France Avenues is a corridor for the proposed Nine Mile Creek Regional Trail (trail).
5. Recent investigations undertaken for this project with Three Rivers Park District staff identified that the trail best fits the east and south sides of Gallagher Drive. Because there are fewer points of conflict for bicyclists using the trail. Points of conflict are driveways, sidewalks, bus stops, etc.
6. Adding the trail to the east and south sides of Gallagher Drive results in the proposed typical section shown in Figure 1 enclosed with this letter.

Figure 2 also shows the hardships caused by applying a 300-foot centerline radius to the proposed typical section along Gallagher Drive between stations 8+49 and 9+93. The bullet points below correspond to the hardships labeled in Figure 2.

1. Assuming Gallagher Drive's east and south proposed right-of-way line is at least 3 feet behind the trail to accommodate a 2-foot wide clear zone from trail edge, the resulting 25-foot building set-back line encroaches the northwest corner of the apartment building at 7333 Gallagher Drive. The northwest corner of the apartment building is shown in Photo 1.



Northwest Corner of
Building

Photo 1

2. The landscaping shown in Photos 1 and 2 will be destroyed. This includes private light poles and sidewalks, about 10 trees (up to 12-inches in diameter) and numerous shrubs, bushes and mulch beds.



Photo 2

3. Almost 5,000 square feet of property acquisition is necessary from 7333 Gallagher Drive.

Please contact me with questions or comments at 952.912.2616 or tmuse@sehinc.com.

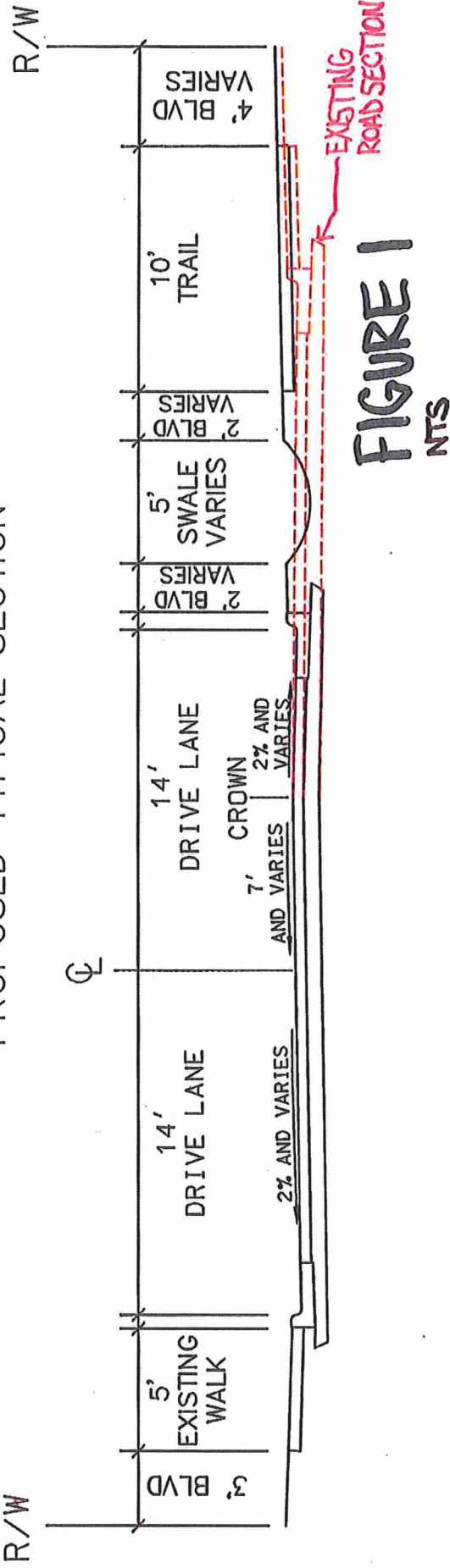
Sincerely,
SHORT ELLIOTT HENDRICKSON INC.

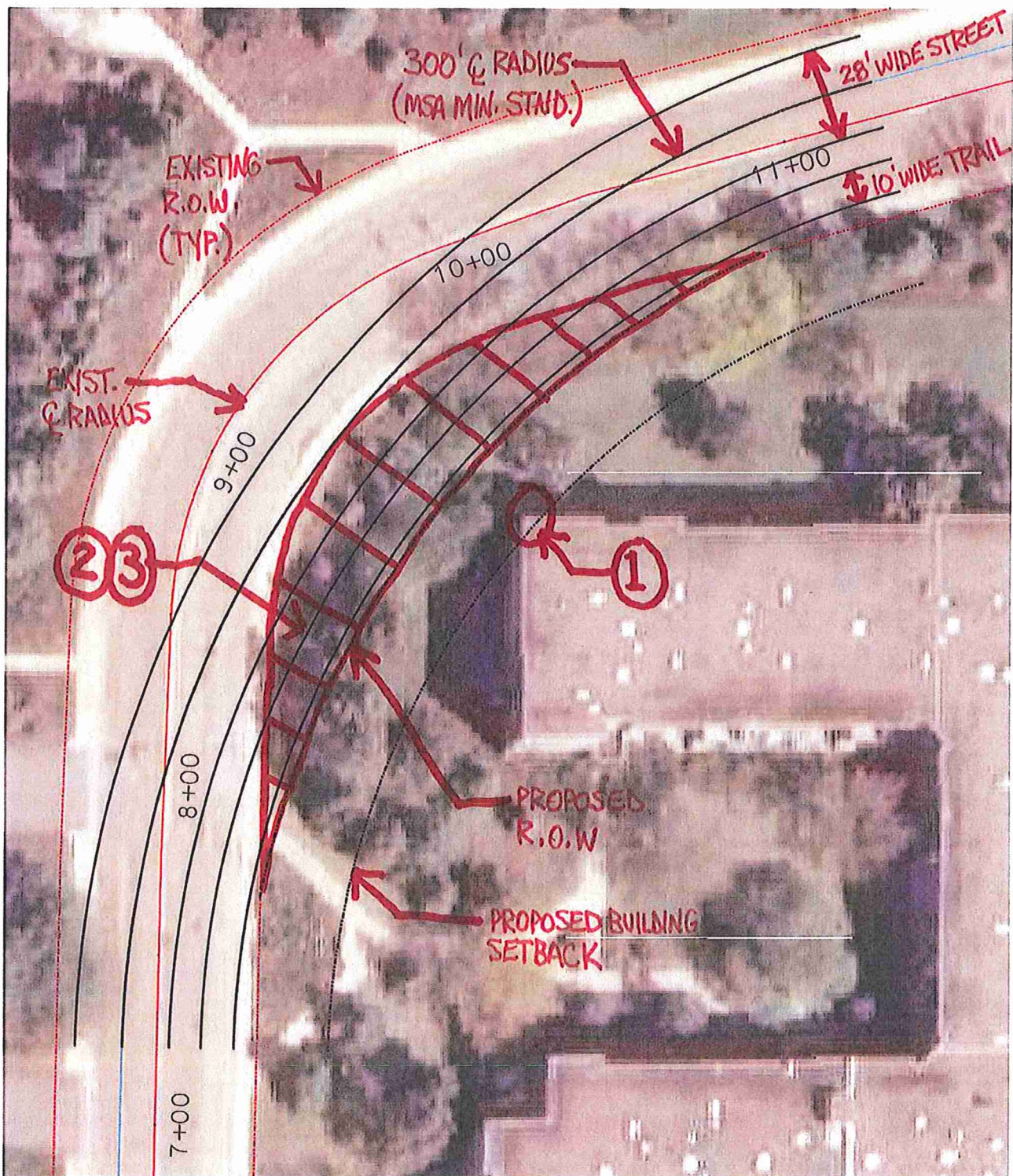
Toby Muse, PE
Project Manager

Enclosures

c: Paul Pasko, SEH (by e-mail only)
Sue Mason, SEH (by e-mail only)

PROPOSED TYPICAL SECTION





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FIGURE 2

**MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COUNCIL CHAMBERS**

April 19, 2012

6:00 P.M.

ROLLCALL Answering roll call was Members Bass, Braden, Iyer, Janovy, LaForce, Nelson, Schweiger, Thompson, and Whited.

APPROVAL OF MEETING AGENDA

Motion was made by member LaForce and seconded by member Thompson approving the revised meeting agenda – moving item 1A. Election of Chair and Vice Chair to after Approval of Minutes. All voted aye. Motion carried.

APPROVAL OF MINUTES - REGULAR MEETING OF FEBRUARY 16, 2012

Motion was made by member Nelson and seconded by member Braden to approve the minutes. All voted aye. Motion carried.

APPROVAL OF MINUTES - REGULAR MEETING OF MARCH 15, 2012

Motion was made by member Thompson and seconded by member LaForce to approve the minutes. All voted aye. Motion carried.

ELECTION OF CHAIR

Member Thompson thanked outgoing chair Janovy for serving as the chair and nominated member Nelson. Member Nelson accepted the nomination. **There being no other nomination, member LaForce motioned to close the nomination and approve member Nelson as the chair and the motion was seconded by member Bass. All voted aye. Motion carried.**

Chair Nelson thanked outgoing chair Janovy for her service and opened up for election of vice-chair. Member Janovy nominated member Bass and this was seconded by member Thompson. Member Bass accepted the nomination. **There being no other nomination, member Laforce motioned to close the nomination and approve member Bass as the vice chair and the motion was seconded by member Thompson. All voted aye. Motion carried.**

COMMUNITY COMMENT – None.

Andrew Kasid, 5401 Wooddale Avenue, a 42 year resident, said he has seen the TLC Bike Blvd plan and requested consideration of parking needs of neighbors and pedestrian safety. He asked that some parking be maintained on 54th between Wooddale and Kellogg. He said they've had issues with drivers not stopping at the intersection at 54th and Wooddale and have had police patrol from time to time and if parking is eliminated it would be a traffic concern for monitoring.

Eileen Supple, 7332 West Shore Drive, said she is speaking as a resident and a member of the Edina Community Lutheran Church. (A letter was distributed to the ETC from the church.) She said they are excited about the bike path because they have a lot of bikers in the congregation, including a pastor who is a commuting cyclist but they are concerned with losing on-street parking that they have relied on for 64 years. She said they have avoided adding parking and does not want to add more surface that would cause run-off into the creek. She encouraged the ETC to look at share the road between France and Wooddale or to some other point to allow on-street parking.

REPORT/RECOMMENDATIONS

TLC Bike Boulevard Project Presentation

Mr. Houle said Mr. Mike Anderson, traffic engineer, with Alliant Engineering will be giving the presentation and explaining staff's recommendation, and that Mr. Steve Clark with TLC is also in attendance and available to answer questions. Mr. Houle said an informational meeting was held on April 12. (A plan set was distributed to the ETC.)

Mr. Anderson said the project limits have change since the February 16 meeting. He said the new Phase I project limits include Wooddale Avenue, 54th Street, Valley View Road and a southern portion of Wooddale Avenue connecting to W. 70th Street. The route will connect to bike facility on 44th Street, 70th Street and future bikeway that city of Minneapolis has planned for Zenith Avenue. Phase II was originally part of this grant but was eliminated due to construction cost and Phase I was extended down Wooddale Avenue over the pedestrian bridge and connect to 70th Street via Southdale Road and Cornelia Drive. The tentative schedule include City Council public hearing on May 15, submittal to State Aid early May with construction starting end of August and completion end of September.

Mr. Anderson said the objective of the project is to provide on-street bicycle facility that will encourage increased bicycling and improve safety for cyclists and, while the goal is to have dedicated lanes for roadway with vehicles of 2000 or more, the challenge is meeting the specific design standards for the mostly State Aid roads governed by MnDOT and also adhering to the Minnesota Manual on Uniform Traffic Control Devices (MMUTCD). He said no variance is required from MnDOT; however, two Requests to Experiment are required from the Federal Highway Administration (FHWA). Road treatments are as follow:

54th Street from France Avenue to Zenith Avenue: recommendation is a share the road designated by a bike boulevard pavement message, share the lane roadway signs, and two landscaped traffic circles and a recommendation to remove the stop signs at Beard and Drew Avenues.

54th Street from Minnehaha Blvd to France Avenue: recommendation is designated bike lanes with on-street parking on the south side and no parking on the north side; however, staff is considering a variance to have parking on Sunday mornings only. A variance would be needed because there is only 16 ft. of space and 19 ft. is required for parking. Removal of stop signs at Minnehaha Blvd is recommended and this is currently being studied.

54th from Wooddale Avenue to Minnehaha Blvd: this area is narrower and the recommendation is dedicated bike lanes with removal of on-street parking on both sides.

Wooddale Avenue from Valley View Road to 50th Street: recommendation is advisory lane and an FHWA Request to Experiment because they would be using a dashed line instead of a solid line.

Southern connection - Wooddale Avenue to 70th Street: the route is Wooddale Avenue over the pedestrian bridge to Southdale Road to 68th Street to Cornelia Drive to 70th Street. Cyclists would be guided by marked signs only. Member LaForce asked if the existing bridge would remain in place. Mr. Houle said staff is working with MnDOT to replace the pedestrian bridge over TH62 in the near future, including the ramps, but in the meantime there is a u-channel to assist with getting bikes up and down the bridge. Member Iyer said in this area it is a missed opportunity to combine with Safe Routes to School to connect to Cornelia Elementary. Mr. Houle said the project ends here because of limited funds and that he is working with Alliant on a design plan for when additional funding becomes available. Member Janovy said this is a good solution given the available funding and a plan to finish in the 2nd phase.

Valley View Road from Wooddale Avenue to 62nd Street: project ends here with share the road and a 4 ft. wide green painted sharrow because of the volume of traffic. The painted sharrow requires an FHWA Request to Experiment.

Valley View Road from 62nd Street to TH62: removal of center turn lane and dedicated bike lane. The project terminates here.

The traffic signal at France Avenue and 54th will have bike detection and marking where bikes are to stop and the signal light will change automatically.

Route Marking – Wayfinding: destination signs and route markers will be installed behind the curb along the corridor. Member Janovy said they will need to have a discussion on wayfinding signs before they are established.

Discussion

Member Janovy asked about the kind of paint that will be used and she also asked if there is data to support that the turn lane is needed? In reference to the paint, Mr. Anderson said it is about cost. He said they will be looking for a paint that is durable but will not be looking at high end paint because it is experimental. Regarding the center left turn lane, he said Engineering staff did a study this past December and it was determined that it was needed.

Member Braden asked if the different section treatments will be intuitive for cyclists/drivers. Mr. Anderson said they are trying to be as consistent as possible and the treatments are similar to the ones in city of Minneapolis. Member Laforce does not think they are intuitive. Member Thompson said an educational component should be included to minimize confusion. He said this is similar to roundabouts where drivers were against them but have since learned how to use them. He said it is a good compromise. Member Whited said she had an incident this evening with one of her bus drivers and a cyclist who was going from one treatment to another and her bus driver did not see him. She asked how do you educate everyone. Member Janovy said she likes what has been done and that it will take a lot of education for drivers to know that they are to yield to cyclists and pedestrians. Mr. Clark said Edina and Mr. Anderson have done a good job. He said there were some challenges and they have looked at best practices. As a funder, he asked if they are making conditions better or more confusing and he said they are making it better. He said he has advocated for removal of the entire center lane but if there is a significant amount of turning then it should stay in place. He encouraged support of the project.

Member Bass said it is not perfect for cyclist/drivers but it moves the City forward until they can achieve the ultimate goal. She said it should be clear that children under certain age should not ride in the streets.

Member Thompson motioned to accept the project as presented with one caveat to consider the variance allowing parking on 54th Street between Minnehaha Blvd and Halifax Avenue on Sunday mornings only. The motion was seconded by member Bass. All voted aye. Motion carried.

Gallagher Drive Roadway and Nine Mile Creek Regional Trail Improvements Presentation

Mr. Houle said a petition was sent in by adjoining property owners two years ago requesting resurfacing of Gallagher Drive. He said this project will be done jointly with the Three Rivers Park District to include their on-street bike trail. Mr. Toby Muse, project manager with SEH presented the plan.

Mr. Muse said the project boundary is Parklawn Avenue to France Avenue and that it is budgeted in the 2011-15 Capital Improvement Plan. He said the road is 42 ft. with concrete curb and gutter, 5 ft. sidewalks, no parking, ten commercial driveway entrances, no pedestrian crossings, no roadway lighting and five Metro Transit bus stops. He said the plan is to do a mill and overlay, narrow the road to 28 ft. (requires a variance) to include a 9 ft. boulevard, a 10 ft. bike trail, no on-street parking, relocating one bus stop and marked pedestrian crossings. Total project cost is \$472,000 and funding will be mostly State Aid (\$346,000), Three Rivers Trail (\$120,000) and the balance from the City's utility fund. An open house was held on March 27 and a public hearing is scheduled for May 15 with construction beginning early September and ending mid-November.

Discussion

Onsite meetings took place with Metro Transit to determine proper placement of bus stops and meetings with the owners of Cedars of Edina regarding proper placement of pedestrian crossings because their pool, tennis courts and other facilities are across the street in another complex and this was also taken into consideration with the bus stop relocation.

Staff was asked if bike parking was discussed and Mr. Muse said no. Mr. Houle they can include bike parking. Member Iyer said the meeting was attended by six Parklawn residents but the project is on Gallagher. He asked if a sample size is considered to determine moving forward. Mr. Houle said all impacted residents are generally invited to the informational meeting but staff does not look for a sample size to move forward.

Streetlighting was asked about. Ms. Kelly Grissman with Three Rivers District said they do not light any of their regional trails; however, the local agency can provide lighting if they so desire. Member Janovy would like consideration for lighting, similar to the Promenade. Mr. Houle said because this is only a mill and overlay they cannot add lighting but they can install conduits for future lighting.

Member Janovy asked if there will be a striped center line because at their last BETF meeting some members talked about having on-street bike lanes. Mr. Houle said the straight-away would not be striped but the curve would be striped. He said the trend is not to stripe lower volume roadways. No trees will not be impacted by project.

Member Janovy motioned approval of the plan as presented with 1)the transit stops to be connected to the trail as described by Mr. Muse; 2)bike parking be included; and 3)installation of conduit for future streetlight. The motion was seconded by member LaForce. All voted aye. Motion carried.

Transportation Options Working Group – Election of Co-chair

Member Janovy said the bylaws require that this working group be chaired by a member of the ETC and member Whited has agreed to be the chair. **Member Janovy nominated member Whited as chair and the nomination was seconded by member LaForce. Member LaForce motioned to close the nomination and it was seconded by member Bass. All voted aye. Motion carried.**

Chair Whited nominated Elin Schold-Davis as the co-chair and the nomination was seconded by member Janovy. All voted aye. Motion carried.

Updates

Student Member

None.

Bike Edina Task Force – Minutes of March 8, 2012

Member Janovy said a bike rodeo is scheduled for this Saturday, April 21, 10 a.m. to noon, at Cornelia School, and there is new feature on the website, BikeEdina.org with new articles every couple of weeks. Member Whited enquired about expansion of bike lanes on W. 58th Street as noted in the minutes. Mr. Houle will follow with an answer at the next meeting.

Grandview Small Area Study

Chair Nelson said the City Council unanimously approved the framework on April 17. He said he is not sure how they will be moving forward but eventually it will come back to the ETC.

France Avenue Pedestrian Crossings Improvements Update

Mr. Houle said they are designing the pedestrian crossings that were approved by City Council. He said the City Council discussed the need to have an urban landscape architect and WSB did a search of the area, including Wisconsin, and

LHB, Inc. seem to be a good fit. He said because of the size of the project it would be difficult to attract a national firm. He requested feedback from the ETC regarding the landscape architect and also stakeholders meetings which he would like to schedule in conjunction with the ETC meetings.

Member Janovy asked if landscaping is included in WSB's contract and Mr. Houle said yes. She said the City Council wants a strong urban design but they did not say what they were looking for and she does not know what this company can do. She said further that it makes her uncomfortable when a contract goes to individuals involved with the City. Mr. Houle asked if they would like to set up a working group for this project. Member Janovy said she likes the idea of the entire ETC being involved in the stakeholders meetings and also like a couple being part of the design group. Member Braden volunteered to be part of the design group.

Living Streets Working Group Update

Member Thompson, chair of the working group gave a presentation on Living Streets from its inception in Edina to where it is today. He said discussions started in early 2011, and in May, the City Council adopted a resolution supporting it. A working group was created that has met twice (Dec 8 and Mar 30) and on February 15 they held a policy development workshop. He said Living Streets creates a vision for the future that includes safe walking, education, aesthetics, green sustainability, solutions to traffic concerns, etc. Continuing, he said Barr Engineering was selected to conduct policy review, identify stakeholders, etc.

CORRESPONDENCE AND PETITIONS – None

CHAIR AND COMMISSION MEMBER COMMENTS

Member Whited asked how to share articles with the group. She was told to email them to Mr. Houle for distribution. She volunteered to help with developing an education program for the public for the Bike Blvd project.

Member Iyer said he would like to be part of the Safe Routes to School working group.

Member Braden noted that the ETC has done a lot in the past year.

Member Janovy said the BETF would love to have volunteers to help with education and this will probably be the same for Living Streets. She said Edina is part of Bloomington Health's Safe Routes to School and they've just had their first meeting and could use more representation from citizens and ETC and suggested possibly setting up a working group. To echo what member Braden said, she said the Council has been very engaged.

Chair Nelson said they had joint working session on Tuesday with the City Council to review the ETC's priorities for the year.

Member Thompson echoed what member Braden said.

Member Bass thanked staff for their persistence in pursuing the France Avenue scope change. She said it is a huge win for residents. She thanked outgoing chair Janovy for her service and welcomed new chair Nelson.

STAFF COMMENTS

Mr. Houle thanked the Mayor, City Manager, and member Janovy for their involvement with the France Avenue scope change.

A group photo has been requested, probably to be posted to the website, and there is a release form for everyone to sign. A copy of the final bylaws was handed out.

ADJOURNMENT

Member LaForce motioned to adjourn the meeting at 8:10 p.m. and the motion was seconded by member Janovy.

ATTACHMENT

Attendance Spreadsheet

DRAFT

TRANSPORTATION COMMISSION														
NAME	TERM	J	F	M	A	M	J	J	A	S	O	N	D	Work Session
Meetings/Work Sessions		1	1	1	1	1								
														(enter date)
														(enter date)
Bass, Katherine	2/1/2014	1	1	1	1	1								4
Braden, Ann	2/1/2014	1	1		1									3
Franzen, Nathan	2/1/2013	1	1	1										3
Iyer, Surya	2/1/2015		1	1	1									3
Janovy, Jennifer	2/1/2014	1	1	1	1									4
LaForce, Tom	2/1/2015		1	1	1									3
Nelson, Paul	2/1/2013	1	1	1	1									4
Schweiger, Steven	student		1	1	1									3
Thompson, Michael	2/1/2013	1	1	1	1									4
Whited, Courtney	2/1/2015		1	1	1									3
VACANT	student													0
														100%
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Liaisons: Report attendance monthly and attach this report to the Commission minutes for the packet.
Do not enter numbers into the last two columns. Meeting numbers & attendance percentages will calculate automatically.

INSTRUCTIONS:

	Counted as Meeting Held (ON MEETINGS' LINE)	Attendance Recorded (ON MEMBER'S LINE)
Regular Meeting w/Quorum	Type "1" under the month on the meetings' line.	Type "1" under the month for each attending member.
Regular Meeting w/o Quorum	Type "1" under the month on the meetings' line.	Type "1" under the month for each attending member.
Joint Work Session	Type "1" under "Work Session" on the meetings' line.	Type "1" under "Work Session" for each attending member.
Rescheduled Meeting*	Type "1" under the month on the meetings' line.	Type "1" under the month for each attending member.
Cancelled Meeting	Type "1" under the month on the meetings' line.	Type "1" under the month for ALL members.
Special Meeting	There is no number typed on the meetings' line.	There is no number typed on the members' lines.

*A rescheduled meeting occurs when members are notified of a new meeting date/time at a prior meeting. If shorter notice is given, the previously-scheduled meeting is considered to have been cancelled and replaced with a special meeting.

NOTES: